them what had been broken, and said that the damage would be repaired in ten hours, when the ship would go absed, although at less speed.

"There is nothing stall to worry us," said he, "We'll get to New York all safe and sound, although two or three days late."

There was a heavy sea running when the piston broke, and when La tisscopne list her headway ahe got into the trough of the sea, and rolled considerably. Chief Engineer Martin set to work immediately to see what could be done. A hasty examination showed that the piston rod was broken beyond all repair, and the only thing to be done was to disconnect that cylinder from the others. For eighteen hours sixty men worked in the engine room while the ship pitched and rolled, buffeted by the heavy sea.

There was a cheer from the anxious passengers when on the next morning they found that the ship was moving, slowly to be sure, but moving nevertheless. That day, Jan. 30, only 60 miles were made in the teeth of a stiff gale and a lively sea, less than haif of the distance she had drifted back during the time the engine was being repaired, for she had been driven back 150 miles. The usual number of revolutions of the screw is 62, but this was now reduced to 35, and the speed was shout 8 knots.

On the next four days there happened little worthy of record. Everything was going smoothly and the ship made 215, 255, 256, 286, and 213 knots on Jan. 31. Feb. 1, 2, and 3 respectively. On Feb. 4 the baronner began to go down and the chances were that a tremendous storm was brewing. On that day, off teorge's Banks, a small schooner was sighted, the first vessel seen during the trip. This is undoubtedly the one that reported on Saturday having seen a French steamer off the Banks.

The barometer kept going down and down until it reached the lowest point that Capt. Bandelon had ever seen. Then came the storm. On the 4th it blew pretty hard, but the ship made 190 knots; but on the 5th it settled down in earnest. The waves were mountainous, and time and time again they sweet o

Mix. Mr. Sanchez, Mr. Lichtenstein, and R. G. Ribou playing cards. Each made a dash for a table and laid himself on it flat on his stomach. After the water had gone they resumed their game.

All through the night of the fifth the dangling lifeboat pounded and bounded so that it could be heard in every part of the ship. At 0 o'clock the next morning the starboard boat was made fast, the men working with the greatest difficulty on account of the high sea. Two hours later the port boat was secured.

The storm at last began to exhaust itself, and the morning of the saventh brought better weather and less sea, although there was a plenty then to satisfy the most ambitious sea dog. On that day 103 miles were made, and on the next 169, and on the next 131. This low rate of speed is accommed for by head winds and heavy seas and the occasional overheating of bearings. Under favorable conditions La Gascome made no more than five or six knots, and most of the time not more than four. Sunday was an eventful day for more than one reason. It was a beautiful, fair day, the first of the voyage; the first steamer of the trip was spoken and a wreck was seen. At 11 A. M. a steamer was signied, and on her coming nearer it was seen that it was an Imman liner, bound for Philadelphia. When she saw the three black halls at the Gascogne's masthead, a signal that the machinery was disabled, she asked if help was wanted, in Gascogne signaled back that it was not and asked the strange steamer to report that the Gascogne was safe and was going under her own steam. With that the stranger resumed her course and was soon out of sight.

At 5 o'clock in the afternoon a four-masted schooner at anchor was sighted. Her foretopmast was gone, and in her mizzen rigging was an American flag, union down. The Gascogne, as soon as she came within hearing distance, began blowing her fog down to attract attention. Nearer and nearer she came, blowing the fog horn, and roughed under the stern so closely that the name, "George A. McFadden of Bath," was read,

last week.

Monday, the last day of the long voyage, dawned bright and clear. Not a cloud was in the sky, and the air, though cold, was not unpleasantly so, and the Gascogne went along in the smooth sea at about nine knots. Everybody the smooth sea at about nine knots. Everybody was on deck impatiently waiting for the first sight of land. As darkness fell and the lights began to glimmer in the distance, then for the first time the tired passengers felt that they were really near home. Soon the quiet scene began to change, the moon rose slowly from the sea and covered all with its soft light, and away in the west were seen the red, green, and white lights of the fleet of tugs coming on pell-mell in the race to reach the vessel first. The cabin passengers gathered on the forward deck and watched them come. There was no mistake about it now, the voyage was over.

When The Sun reporter clambered up the ladder to the deck of the steamer he was seized by half a dozen men, rushed into the smoking room and asked by all at the same time:

"What'ly' have?"

The next question was:

"What! y' have?"
The next question was:
"Has Faure got a Cabinet?"
Has Faure got a Cabinet?"
Then all began questioning him about all manner of things as fast as their tongues could wag. Then every one wanted to tell the story at the same time, and in the midst of the excitement a tall, black-bearded man by the name

manner of things as fast as their tongues could wag. Then every one wanted to tell the story at the same time, and in the midst of the excitement a tall, black-bearded man by the name of Jacquin came up to the reporters and ordered them off the beat. His authority to do so was doubtful and he was not obeyed. Shortly after Superintendent West of the line came on board and ordered them to show their official passes or got off. The passes were shown and Mr. West said regretfully:

"Well, you've stormed the ship and will have to stay, I suppose. But I want you to stay below this morning until we reach Quarantine. There will be a hundred and one reporters want to come on board, and I shall not allow them, and I don't want them to know that any are on the ship."

When the other tugs came alongside in the morning they were told that there were two reporteres on board, but that they were in irons. This deterred all of them from making an attempt to beard the ship until Quarantine was reached, when they all scrambled on board.

As soon as Mr. West came on board the ship Monday night he took This Sus and Heruld reporters to the Captain's cabin and gave them the official account of the trip and the accident which appeared exclusively in those papers yesterday morning.

There was a joyful time on board when the ug Pulver came alongside with Superintendent West, accompanied by Mr. Riché, whose three daughters were on beard. Just a few months ago one daughter died, and during the time La Gascogne was missing Mr. Riché, wild with anxiety, has hannied the office of the company day and night. Yestorday afternoon he was in the office of Charles L. Bucki, 16 Beaver street. When the first news came that a French steamer had been sighted they refused to believe it.

"It's too good to be true," said Mr. Riché.

Alittle later a boy came running in shouting: "They we got the fing up on the consulate."

With that Mr. Riché and Mr. Bucki rabbed their hats and coats and rand wen to the offices of the company. At the door they were his th

or the Americans expressed the feeling when he said:

"I never imagined in my wildest moments that I could ever be so happy. And the funny part of it is that we weren't in danger once."

When Agent Forget came on board yesterday morning the scenes of the previous night were repeated. The reaction from the strain the people had been under began to come, however, said when the big liner steamed slowly up to the pier and the thousands of cheering people were seen, many broke down completely, women who had not not nettered a complaint all the time, who had smilingly beene the worry of the battle with the sens, all of them had a good old-fashhoused cry.

Too much cannot be said of the courage shown I

by the women. Two of them, Mile, Szumowski and Miss McLannhan, were voted the plucklest people on the whole ship. All the time they were cheerfu, and courageous, and on those two awful days. Feb. 5 and 0, when they were all locked in and the great ship was tossed about like an egg shell, they were the ones who cheered and comforted the weakhearted. Mr. E. H. Goodman, speaking of those two days, salet:

"No one can realize what it was—the howling and the shricking of the gale, the thunder of the waves as they struckus. Sometimes we were beeled over so far that the lee rail was under water and then while in that position a huge billow would strike us on the weather side. Those were times that our hearts stood still."

The passengers were a pretty congenial set. There was no world-renowned celebrity on board, but there were plenty of clever people who knew how to make the tedicus hours pass quickly. One will be remembered with gratitude by all on board, Mile. Szumowski is a young and pretty Polish woman who has come to the country with an ambition to add to her fame as a planist. Her art was at the service of the passengers whenever they needed entertainment.

This was the first ocean voyage she had ever made, and she wanted to see and have explained to her everything there was to see and explain. On the first day out there was a pretty lively sea running and a good gale of wind, in consequence of which most of the passengers had sought "the seclusion that a cabin grants." Mile, Szumowski the services of which most of the passengers had sought "the seclusion that a cabin grants." Mile, Szumowski as a gr-rand, gr-rand, but I vant to see vat you call it?—a ceeclone and fog and shipwreck."

headway even under one pair of cylinders should two of the tandems be disabled. The engine is a new one, this being La Gascogne's third passage ever the Atlantic since it was pit in.

The cause of the break in the piston is not known. Such an accident is a rare occurrence, sithough the life of a piston is uncertain. The ateamship Alaska's piston was broken several years and semetimes the pistons last many years and semetimes not six months. A break may be due to no fault of inspection. A flaw in a casting may occur in the shrinking and yet not manifest itself for months afterward.

Horace See, the well-known marine architect, and Thomas Mooney, the chief engineer of the Morgan Iron Works, who is supervising the repairs of the broken engine, both say that great credit is due to the engineers of La Gascogne for their handling of the difficulty on the high seas.

"Their task was quite as difficult as that of the Umbrin's men when that vessel's shaft was broken," said Mr. Mooney, "and they met the difficulties spiendidly."

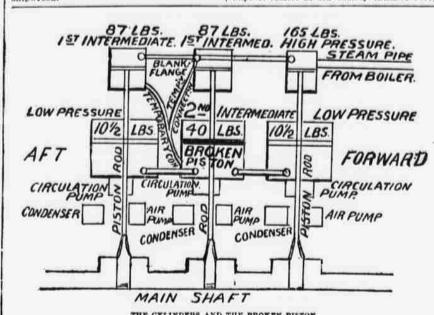
Chief Engineer Martin of La Lascogne is a gray-haired veteran of the line. He has been thirty-two years in the employ of the company and fifteen years on the Atlantic Ocean line. La Gascogne left France with 2,400 tons of coal in her bunkers, and she had 500 tons left when she got into port. The reduction of her speed had one compensating effect; it reduced her caal consumption.

The work of repairing the machinery was begun at once yesterday and continued into the evening.

Commenting on the guessing, that has been

evening.

Commenting on the guessing, that has been done as to La Gascogne's delay, Mr. See pointed out yesterday that the guessers as to the misiaps to vessels at sea usually think of every-



When La Gascogne was anchored yesterday morning she said with a satisfied air:
"I haf seen all: I am satisfied air:
"I haf seen all: I am satisfaite."
On Monday night, at dinner, Mr. Sanchez made a speech in behalf of the other passengers, in which he thanked Capt. Baudelon for the courtesy he had constantly shown them, and expressed the passengers' appreciation of the pluck and skill he had used to bring the ship through safely. Only one unpleasant thing occurred on the voyage. One day at dinner Capt. Baudelon was asked if he would accept a tow if he could get one. He said that he would not, as he was able to make as good time under his own curred on the voyage. One day at dinner Capt. Baudelon was asked if he would accept a tow if he could get one. He said that he would not, as he was able to make as good time under his own steam. Upon this one of the passengers, the one that wanted to throw the reporters off the ship, rose up in his wrath and said that he would write to the company and to the French Government and make a complaint.

Among the amusing incidents that happened when the boat came in was one that took place at Quarantine. Mr. John Matagrin, when he sailed, was accompanied to the quay by a friend of his, Mr. Arthaud. The first one to greet Mr. Matagrin yetserday morning was Mr. Arthaud, who had embarked a week later on the Normandie.

There need have been no worry about the provisions holding out. The steward said on Monday night that he could have fed the people in the usual way until next Friday, and that they wouldn't have had to starve after that. "Why," said he, proudly, "I've still got twenty-five chickens in the lee box.

Capt. Baudelon delivered his ship's papers at the Custom House in the afternoon. He was roundly cheered by the brokers in the rotunda. The Captain afterward called on Collector Kilbreth and received the Collector's congratulations.

PISTON BROKE, NOT PISTON ROD

A Diagram that Shows What Rappened-Good Work in the Engine Room, The diagram of the principal parts of La Gascogne's engines which THE SUN prints this morning will enable the reader to understand not only the mishap which the ship suffered, but how excellently she was equipped to continue her course, even though partly disabled. La Gascogne's is a three-crank, tandem, quadruple-expansion engine. It has six cylinders—a high-pressure one that carried 165 pounds, which is considered very low for a quadrupleexpansion engine; two first intermediate cylinders, in which the pressure was 87 pounds; a second intermediate cylinder, in which the pressure was 40 pounds, and two low-pressure cylinders, in which it was 1016 pounds. The six made the three vertical tandems, as shown in

the diagram. The piston-not the piston rod-of the second intermediate cylinder broke in the middle and necessitated the disconnecting of the whole



CHIEF ENGINEER EUGENE MARTIN.

middle tandem from the rest of the engine First, steam had to be shut off. Then a blank flange had to be constructed in the first intermediate cylinder of the second tandem to allow the steam to pass from the high-pressure cylinder directly to the first intermediate cylinder of the third tandem. Temporary connections had then to be made from this first intermediate cylinder of the third tandem to the disabled second intermediate cylinder through which the steam passed (as it would pass through a pipe, without operating anything), to the two ow-pressure cylinders, which would then be fulfilling their duties as usual.

This all sounds simple and looks easy on paper. But, with the great ship tossing on the empestuous waves, it was a work of great difficulty. Not only was it hard to take out parts of the heavy machinery, but the very tools with which the men worked, if left for a moment, might be thrown at some one's head or hand,

might be thrown at some one's head or hand, and the workers themselves were liable to be hurled against a bulkhead or the machinery and to be baily hurt.

After the repairs the engine worked practically as a triple expansion engine, with only two cranks to turn the shaft and with one less air pump. Operating the shaft with only two cranks pushed by the piston rods of the first and third tandems caused the bearings of the two working cranks to become heated, because on them then came the strain which it was originally designed should be distributed equally over the bearings of all three cranks, and the overheated bearings had to be changed. Allowether the repairs occubed forty-two hours, nearly two days, during which the steamer had not only been unable to make progress, but had been carried far from her course.

When the machinery was again started it

progress, but had been carried far from her course.

When the machinery was again started it was necessary to go at reduced speed for several reasons. With the high seas running it was unsafe to drive her, and La Gascogne's officers would naturally under the circumstances be particularly careful. And furthermore her power would be reduced probably one-half because one of the first intermediate cylinders and the second intermediate cylinder being cut off she could not carry in her high pressure cylinder more steam than the single remaining first intermediate cylinder could accommodate, and she would not carry in her high pressure with the low pressure cylinders or, as one man put it, she might have more broken pistons.

This mighty engine of La Gascogne's differs from that of many of the event inters. Many of them have only one condenser, that this due has three althwart-ship condensers, three are names and three circulation pumps, or one each for

thing but the right thing. "No one guessed that it was the thrust shaft of the Umbria which was broken." he said. "and I have not seen that any one guessed that the Gascogne's piston was broken."

In the diagram printed in connection with this story, the pistons of the three sets of cylinders are represented at the same level, which is, of course, an error. The three rods deliver their thrusts in succession at equal intervals, not simultaneously.

Two Half Full Young Men with Full Pock-

A great many curiosity seekers visited La Gascogne yesterday. They were coming and going all the afternoon, and in view of the wide public interest in her adventures admission to the steamer was granted practically without restriction. With two vessels at the dock, La ascogne unloading and La Normandie taking in her cargo and coal preparatory to sailing to-day, Superintendent West was very busy keeping things straight, but he managed to have an eye out for suspicious characters among the visitors.

About 3 o'clock he saw two fairly well-dressed men going up La Gascogne's gangplank. From their skylarking it was apparent that they were half drunk. Mr. West started to go aboard and send them away, but was called aside on some business. Soon afterward he went upon the ship and looked for the two men, but they were not to be found in any of the saloons. Au hour and a half later he saw them coming down the plank. Their pockets bulged, and Mr. West made toward them. As they saw him coming they hurried across the pier to La Normandle's gangplank, just opposite, and Mr. West ran after them. Half way up the Superintendent caught them. He grabbed one by his collar and the other by the coat tail and yanked them back to the pier. They made no resistance, and two of the dock men were placed on guard over them while a messenger went to the Charles street station. their skylarking it was apparent that they were

street station.
When the two men emptied their pockets, the When the two men emptied their pockets, the contents were found to be one cut-glass carafe, three cut-glass tumblers, two table knives, one rusty carving knife, and one sink brush. They also had a number of French coins of small denominations, but these they had bought for souvenirs at the buffet on La Gascogne, as many other visitors had done. The prisoners pleaded with Mr. West to let them go, saying they were no thieves, but were out on a drunken lark, and had taken the miscellaneous articles for souvenirs. One of them said he was a postal clerk, and showed an identification card bearing his portrait. Mr. West was obdurate, and turned them over to two policemen from the station house.

them over to two policemen from the station house.

To the Sergeant the men gave their names as Edward H. Lewis, a clerk, of Hartford, and Charles Stone, a clerk, of Meriden. They denied that they were postal clerks, but it was apparent that the names and addresses given were false. During the evening Stone sent several notes and telegrams to friends in this city and Brookiyn. They were signed Parker. Stone told the Captain that the whole occurrence was a silly drunken freak, and he would give a thousand dollars if it had never happened. The Captain seemed to believe that the unen were not crooks from the nature of the booty they had attempted to make off with. Mr. West promised to appear against them when they are arraigned.

A GOLD MEDAL FOR BAUDELON. His Employers Honor the Captain of La

PARIS, Feb. 12.—The Directors of the General Transatlantic Steamship Company have voted La Gascogne, and have adopted resolutions expressing their felicitations on the skill, courage,

voyage just ended.

Shares of the Compagnic Générale Transat-lantique have risen 15 francs on the Bourse to-day owing to the safe arrival of La Gascogne at New York.

The news of the arrival of La Gascogne The news of the arrival of la caseogne last evening spread throughout the city with aimost incredible rapidity, and in the theatres and cafes and on the boulevards it was the sole topic. The public rejoicing at the safety of the ship was general. President Faure learned of the safe arrival of the vessel while at the theatre.

LOSS OF THE GLOUCESTER BOAT. Her Captain Ran All Risks to Beach Safet;

HALIFAX, Feb. 12. - Further details of the loss of the American schooner Clara F. Friend with her crew of fourteen men are as follows: The American fishing fleet was making Liverpool from Brown's Bank and La Have Bank on Saturday night, after having experienced the terrific gales and snow storms of the week. They were all more or less damaged and were making the harbor for shelter and repairs. There was a heavy sea on, the wind was blowing a gale, with the thermometer nearly down to zero. There is not a more dangerous spot along the coast of Nova Scotia than the neighborhood of the en-trance to Liverpool harbor, and Neal's Ledge is one of the most dreaded spots.

It was into this bay that the weather-beaten and distressed American fishermen were beat-ing late on Saturday evening. Suddenly a very thick vapor and smoke set in. All the fleet ex-cept the Clara F. Friend immediately turned their prows to the open sea and made all possible haste to get out of the dangers surrounding them. not a more dangerous spot along the coast of

them.

Capt. Benson of the Friend was thoroughly familiar with the bay, and instead of following the rest of the fleet he appears to have determined to take all risks to get into safe anchorage. The general belief is that the frail craft was dashed upon Neal's Ledge about midnight and that she immediately capsized, as the vessel was found bottom up in the morning. No small boat could live five minutes in the breakers.

small boat could live ave inhares in the breakers.

The seven bodies which have been recovered were interred in Brooklyn to-day. None of them has been recognized, and it is not known whether or not Capt. Benson's body has yet been given up by the sea.

La Normandie Sails To-day. The French liner La Normandie sails to-day for Havre to carry the passengers who were booked to soil on La Gascogne last Saturday.

Mrs. William Astor is a passenger on the Teutonic, which sails to-day. On the American lucr New York for Southampton are James R. Rossevelt, Secretary of United States Embassy at London, and Signor Perugini.

and three circulation pumps, or one each for By the way. "a Whiskers does not refer to "Major each tandom, so that the vessel could make Max" is "Chimmic Fauden." - Adv.

MISSING BARGE NO. 58 Sattermen of Groton Inclined to Think that

She Has Not Gone Bown. GROTON, Conn., Feb. 12. Scafaring men of this place do not believe that missing Standard Oll Barge No. 58 has ever been anchored in Long Island Sound, as has been reported. Capt. leorge Farnham, her commander, lives in Groon, and has a large family here. As understood here, No. 58 broke loose from the Maverick below Barnegat, on the New Jersey coast. This was at 2 o'clock on last Thursday morning, and Capt. Rubelli of the Maverick says be could not find her and that he had to run in on Friday for

No. 58 went off shore as fast as the westerly gales would carry her; and although she was light and awkward to handle, being about the size of the steamer City of Lowell, without the Lowell's top-hamper, Capt, Farnham had nine nen and a fairly strong schooner rig. She has four masts, but it is thought her canvas and spars were rather too light for outside winter work between Philadelphia and Boston.

If the canvas and spars were not carried away at the first, it is thought No. 58 could be hove to, but as she set so lightly on the water, not drawing more than four feet when light, she was hard to heave to in a sea such as that of last week. It is thought the barge's best chance would have been in running off southwest from the westerly gale, and in this case, it is thought here, she is fully 500 miles off shore.

In any event it is known she could not have got into the Sound, and the question remains unanswered as to what large barge it was at anchor in the Sound military between Cernfield Point Light boat and Horton's Point, L. L., on Sunday, It is possible that she too has been driven out to see. four masts, but it is thought her canvas and

It is possible that she too has been driven out to sea.

No. 58 is pretty sure to come out all right, it is said here, if her masts have only stood. In the other event she would very likely roll over and over in a heavy sea, like a log, Groton mariners blame the Captain of the Maverick for running past the port of New London on his way from Boston to Philadelphia when he must have known that his coal supply was scanty. He could have run back here from Jersey easily, they say, and anchored under the lee of Monauk Foliat in the gale in which No. 58 was abandoned.

No. 58 is a steel vessel, 240 feet long, and is

Abandoned.

No. 58 is a steel vessel, 240 feet long, and is divided into several parts or tanks to carry various kinds of oils. Her harches are closed by steam power. She has steam pumps and all the latest equipments known to builders of steel ships.

NANTUCKET STILL CUT OFF.

NANTUCKET, Mass., Feb. 12. - The ateamer Island Home, after working her way through immense fields of ice, anchored a quarter of a mile off Great Point to-day and lowered a small boat loaded with mails and papers. After forcing its way through drift Ice to within 900 feet of the shore, the little craft gave up the attempt and returned to the steamer, which sailed away to come again some warmer day, and the block. ade remains unbroken.

The first pleasant day the steamer will try to ngain reach Great Point, and Coskata life-saving crew, with their surf boat, will try their hands at landing mails, passengers, and a few of the necessaries of life through the ley surf. At present passengers for Nantucket will have to stay at Wood's Hole until there is an opportunity for the steamer to attempt the trip. When word comes that the steamer is coming they have to drive eighteen miles over Sandy Beach for an even chance of getting aboard. Nantucketers are used to it. In the early part of the century they were frozen in over forty days. In 1857 this same steamer, island Home, lay at her dock thirty-one days, and just as the channel had been blasted out at this expense the blockade was broken. Every few years she has been frozen in for shorter terms. In those days the island had no cable, and the discomfort and even suffering was great. Although the blockade has now lasted ten days and may last ten more no real suffering will occur. The Weather Bureau has two cables. One line is down, but as long as the other can be kept up Nantucket and its 5,000 souls are not utterly lost to the world. hands at landing mails, passengers, and a few

THE CITY OF ST. AUGUSTINE. he Has a Lumber Cargo and Was Seen

Making Slow Headway to Port. SAVANNAH, Feb. 12.- The steamship City of St. Augustine, which has been reported overdue at New York, was sighted on Feb. 5 off Wilmington, N. C., by the schooner Ida Lawrence, which arrived at this port on Thursday. She was steering northeast by north against strong northerly winds, and was making poor head-way.

Warren Ray, the New York agent of the City of St. Augustine, is inclined to think that the steamship, which is lumber-laden, may have put into one of the North Carolina inlets. Being a wooden vessel with an unsinkable cargo, it is likely that she is afloat, although she may have broken down or run out of coal and become unmanagable.

Burned Up All Her Cont Fighting the Storm The British tramp steamship Alaska, Capt. Jones, which left Wilmington, N. C., on Thursday with a cargo of cotton and phosphate rock for Berwick, England, was towed into port yesline. The Alaska intended to put into Norfolk for coal before sailing for Berwick. She was for coal before sailing for Berwick. She was caught in the great storm, and exhausted her coal in battling against it. Her engines were stopped about seventy miles east by south of cape Henry on Monday morning. She hoisted signals of distress, and the Excelsior came along and took her in tow. She anchored in the upper bay. The Excelsior's salvage may be settled in court, as her skipper made no bargain with the Captain of the Alaska. The Steamer Victoria Disabled,

TACOMA, Feb. 12.-A cablegram from Naga-

saki, Japan, has been received by the Northern Pacific Steamship Company, saying that the steamer Victoria, due here on Feb. 2, was damaged by a collision on Jan. 28, at Shamonosiki, Japan, and proceeded to Kobe for repairs. The steamer will be delayed three weeks. This will bring her here on March 14.

GOLD RESERVE \$41,215,181.

Bond Syndicate Will Protect the Treasury from Further Withdrawals. WASHINGTON, Feb. 12. The Treasury gold reserve to-day stands at \$41,215,181, the lowest point it is likely to reach for some time, as the gold of the Belmont-Morgan syndicate will now

soon begin to make its appearance in the reserve and swell its proportions until it again climbs to the \$100,000,000 mark. It is said at the Treasury that more than half of this gold will come from abroad, and none of the gold paid in on this side will be taken from the New York banks. It will come mostly from trust companies. Until the bonds are issued the syndicate, it is understood, will protect the Treasury from withdrawals for legitimate export by giving exchange on their gold in Europe.

After Diphtheria

The patient is left with a weakened system, reduced in flesh, lacking vitality, in danger of a relapse. A health-giving, strength-building tonic is absolutely necessary. Such is Hood's Sarsaparilla. It vitalizes and enriches the blood, destroys the germs of disease, gives strength to the nerves and muscles, and natural and healthy action to all the organs of the body. In this way

HOOD'S Sarsaparilla

Prevents the serious consequences which so often follow an attack of diphtheria and helps the patient wonderfully on the road to health. Thousands of people have proved the merits of Hood's Sarsapartila after serious illness. They find it exactly what is needed. It makes them well.

> HOOD'S and only HOOD'S

Bood's Fills are hand made, and perfect in proportion and appearance. Hoc. per bea.

BROOKLYN STRIKE ENDED.

AN UNCONDITIONAL SURRENDER TO THE TROLLEY COMPANIES.

The Stelkers to Come Back as Individuals and Take Their Chances on the Watting List District Assembly No. 75 of the K. of L. Not Recognized - Schieren's Petition for Justice Watson's Removal,

cutive Board of District Assembly No. 75, K. of at the big trolley strike of Brooklyn is dead nd buried beyond the possibility of resurrechaving refused to hold any further negotiations with the representatives of that organization, Police Justice Tighe and ex-Assemblyman Grainam went yesterday to his office to try and make the best torms torsible for the strikers. Mr. Lewis was told that the men would waive all the demands for more pay, the new proposed arrangements for the hours of labor, increased pay, and even fewer trippers, if the company would only agree to take them back in a body. President Lewis reiterated the statement he had made at an early stage in the strike that he of was ready to receive the individual applications the old men for reemployment and to give them

favorable consideration, provided the applicants

were not guilty of any acts of violence during the strike, and that vacancies existed. He positively refused to agree to take back the men in a body, or to discharge any of the new men who were competent to make places for the old hands. Justice lighe reported the result of the conference to the Excentive Board of the strikers, and then had a second conference with Mr. Lewis, Justice Tighe atterward announced the virtual surrender of the strikers. He said the men were ready to go back, and that if Mr. Lewis was willing they would all report for work at their old posts in the morning. They would be satisfied to accept such places as were vacant, and those for whom there were no jobs would be willing to wait for weeks and months, if necessary, until vacancies occurred.

Mr. Lewis told Justice Tighe that he would give a formal answer this morning. It is understood that whatever arrangements are made by Mr. Lewis will be followed in the case of the Atlantic avenue and Brooklyn and Suburban roads.

As a further proof that the strike is at an end. the strike, and that vacancies existed. He post-

shool that whatever arrangements are made by Mr. Lewis will be followed in the case of the Atlantic avenue and Brooklyn and Suburban roads.

As a further proof that the strike is at an end, the military goards at the various armories have been dismissed and the police force restored to its ordinary routine of duty.

The petition of Mayor Schleren of Brooklyn for the removal of Folice Justice William Watson of the Ewen Street Court, on the ground that he had improperly disposed of most of the strike cases which came before him, and thus contributed to the continuance of the disorder and violence, was presented yesterday to the General Term of the Supreme Court, composed of Justices Brown, Dykman, and Cullen. Mayor Schleren was in court when the voluminous papers in the case were handed up by Assistant Corporation Counsel Mudge. In his petition the Mayor recites the history of the strike, and says that the riotous outbreaks became so frequent and widespread that the police authorities found it impossible to suppress them and that the military forces of the State had to be called out. He declares that the trouble could have been prevented by the arrest and speedy conviction of guilty persons, and he charges Justice Watson with gross neglect of duty in the premises. He alleges that Watson "refused to hold persons against whom there was sufficient evidence of crime; that by coercion, intimidation, and other unlawful and improper means he endeavored to prevent complainants from testifying; that he discharged persons accused of felonies and misdemeanors without examination; that he discharged persons accused of felonies and misdemeanors without examination; that he discharged persons accused to have the examination of the bolice and others to suppress riot and disorder were rendered useles; that he suppended sentence, and neglected to have the examinations reduced to writing; that he discharged persons accused to have the examination of the defendants as the law requires; that he suppended sentence, and neglected to h

Policeman Daly, after swearing that he saw Hagen throw the stone at the car and arrested him, was thus addressed by Watson:

"The charge against this man is violation of section 6:5 of the Penal Code, and that section says 'That any person who shall fire a stone or other projectile against a car'—it must be against a vehicle; so you have got to swear he fired at the car a stone to bring him within this section."

section."
That would be a difficult thing to answer." Daily replied.

The proceedings then took this turn, Watson oing the questioning; Q. How long have you been on the force? A.—Seven years.
Q.—The man here is charged by you with firing a stone at a car: now it is a very serious offence and charge, and we do not want any speculation in the charge at all. If the officer saw him he could tell whether he saw him fire at the car or not; it is for you to say. A.—In my opinion he did.

Q.—No." well-he-did." A.—Well, I know when I was a boy—
"Well, you hesitate; I will give the prisoner the benefit of the doubt," said Watson.
"Stand up, Hagen. You are another lucky fellow. There is no question in my mind that you fired the stone. The officer said that he could not swear that you threw it. On his reluctant testimony I am willing to dismiss the case. You should get his photograph and hang it up as the best friend you have."

Justice Watson has been summoned to appear before the General Term on Monday, when a day will be fixed for the trial. A smillagpetition will be presented to-day in the case of Justice Quigley of the Gates avenue court.

MILITARY EXONERATED.

The inquest in the case of Roofer Thomas

The Shot Which Killed Kenrney Fired to the Discharge of Their Duty.

Cearney, who was mortally shot on the roof of a house at Hicks and Harrison streets by a mem-ber of the Thirteenth Regiment on the afternoon a house at Hicks and Harrison streets by a member of the Thirteenth Regiment on the afternoon of Jan. 23, during the riot attending the opening of the Ricks street line, was heid last night by Coroner Kene. Judge Advocate Grout of the Second Brigade watched the proceedings on the part of the military, and Assistant District Attorney Callahan appeared for the people. Gen. McLeer, Col. Austen, and Major Cochran, who was in immediate command of the troops in Hicks street, were present.

Gen. McLeer, who was the first witness, detailed the circumstances attending the calling out of the troops. It was by his orders that the Thirteenth Regiment went to Hicks street to protect property and quell any disturbance which might take place. Half a dozen witnesses were examined in reference to the circumstances attending the shooting of the roofer.

Their testimony failed to throw any additional light on the matter. Some of them swore that they saw the millitaman come along, shake his nead at the man on the roof, and then deliberately take aim and fire. None of them could dentify the man who fired the shot.

John Knapp of 4+8 Union street said that the soldier, looking at the man on the roof, and then deliberately take aim and fire damost instantly.

Jeremiah O'Nell, who was working on the roof with Kearney, testified that they heard the shouts of the soldiers to get back. Kearney said to him, "They will see our jumpers and know we are working, so won't hart us." The witness thought it was safer for them to get back, and he moved away from the front of the roof, and kearney, who had a hammer and some felt buttons in his hand, was following him when he was shot. When Kearney fell he said: "I'm shot! They have murdered me.' Get me some water."

Major Cochran and Capt. Mayer testified to the condition of affairs in the street at the time.

shot! They have murdered me: Get me some water."
Major Cochran and Capt. Mayer testified to the condition of affairs in the atreet at the time of the shooting. There was great disorder and stones and other missles were thrown from the windows and soofs along the streets. Major Cochran, who was in command of the advance guard, said that none of his men had their rifles leaded. Cutst Mayer said that he warned kearney and his companion from the road before the fath shot was sign!

The jury readered a unaulmous verilies that Kearney died from the effects of a guashot wound received from the diet of the street discharge of their duty, and exonerated them from all responsibility.

The Strikers and the Attorney-General. ALBANY, Feb. 12. Attorney-General Hau-cock reached here from Syracuse to-day, and

coax reached here from Syracuse to-day, and to-morrow morning he will hear Attorneys Moses, M. L. Toaws, and others from lire-klyn was may appear arms their application for permission to bring an action to cost the Presidents of all the breaklyn radies or empanies. The Athorney-ticheral says he will not decide whether to grant the application to bring an action to amplit the charters of the companies until they pet through making motions and applications. plications.

"When they are all in," said he, "Pil attempt to look them over and hand down a decision on

GARRAGE GETS OUT TO SEA.

More Snow Threatens Mr. Waring-He Is Laid Up with a Cold. Street Cleaning Commissioner Waring is laid

up with a bad cold. Deputy Commissions Moore kept the street cleaners hustling yesterday. The great progress in the day's work was the lifting of the ash and garbage blockade. Word was received late on Monday night that a good deal of the ice was being carried out of the harbor, and as soon as Wr. Waring heard that he ordered that all the scows be got ready

that he ordered that all the scows be got ready for sea as soon as possible. At 4 o'clock yesterday morning three or the Barney self-dumping scows were got out, and they were towed to sea without aidiculty. Nine more were sent out during the day, and, the first three having returned, they were quickly reloaded and towed out last right.

Although the blockade lasted but three days, vigorous protests have been made by the property owners facing the open spaces where, the accumulated refuse was dumped temporarily by order of the Board of Health. These protests came principally from Coenties slip and Peck slip, in which many cart loads of ashes and garbage were dumped. Mr. Moore said yesterday that all this refuse would be removed as quickly as the scows could be loaded. Vesterday only the Barney scows were available, but to-day, if the weather remains favorable, an attempt will be made to get the regular square-enied department scows through the ice.

As on Monday, the work in the streets yesterday consisted mainly in carting away the snow already piled up. Superintendent Robbins said that he had about 2,000 extra shovellers at work, and 800 carts. Weather Forecaster Dunn had telephoned the department to look for more snow to-day, and Mr. Robbins said that it would retard the present work very much should it come. retard the present work very much should

come.

Another delegation of unpaid extra men called to see Mr. Waring in the morning. They learned that they would be paid at 10 o'clock this morning. The regular force will be paid to morrow.

to-morrow.

The snow-melting machine that was tried some time ago in lower Fifth avenue was tried again on Monday night in Worth street, west of Broadway. The main objection to it on the former trial was that it filled the street with snow water, which Mr. Waring thought would freeze in cold weather before it could run into the sewer openings. In the later trial the water was run to the culverts through hose. Superincendent Robbins thinks the machine may be accepted by the department for a more thorough test.

REPUBLICANS WILLING TO BELP. Mr. Boutelle Says that Mr. Reed's Money Plan Was Frowned Upon.

Boston, Feb. 12.-The Middlesex Club at Young's to-night began its annual dinner and 'Lincoln Night." Congressman Boutelie was eceived with great applause. Concerning the charges that had been made that if the Republians would fall in with the suggestions of Presi-

charges that had been made that if the Republicans would fall in with the suggestions of President Cleveland, a way could be found out of the present financial difficulties, he said there had been all sorts of false lights along the shore. "The only safe port," he added, "that has appeared before the horizon was uplifted in the House of Representatives less than a week ago by the recognized leader of the Republican party, my colleague, Mr. Reed, when he offered a proposition which would temporarily relieve the difficulties of the Treasury and assure the maintenance of the public credit.

We gave for that proposition the solid Republican vote, and when that proposition was pending one of the sound money leaders on the Democratic side, Mr. Hendrix of New York telephoned to the Chief Magistrate his judgment that by combining features of the Springer bill and the Reed proposition, we could command the macrity and come to the relief of the Treasury.

"Partisanship intervened against particism, the order was not given, and when we went to ballet not one solitary Democrat responded to that clive branch from the Republican side.

"There has never been one moment when the Republicans of the House have not been ready to unite upon any feasible plan to come to the relief of the enesbled credit of the Treasury, and many of us have strained qur judgment so farks to even vote for the entife proposition of the Democrata, I among the number, after they had contemptuously scorned our proposition of the Democrata, I among the number, after they had contemptuously scorned our proposition."

Ex-Consul Harold M. Sewall followed in a scathing denunciation of President Cleveland's foreign policy, which, he said, had caused many deserters from the Democratic party.

In the course of his speech Mr. Sewall suggested the Hon. Thomas B. Reed as the next President, Henry Cabot. Lodge as Secretary of State, and Congressman Boutelle as Secretary of the Navy. His suggestions were loudly applied.

Dr. Harriette Keating Discusses the Sub-Dr. Harriette Keating, who has made a study all points relating to crime and criminals,

HEREDITY AND CRIME.

presented a paper yesterday afternoon at the regular meeting of the Political Study Club at 144 Madison avenue. She spoke strongly of the part played by

sae spoke strongly of the part played by heredity in the history of crime, and declared the present system of dealing with crime touched only the effects instead of removing the causes. "The country needs schools," said Dr. Keating, "where the study of the laws of evolution and heredity shall be made obligatory."

There should also be a Hoard of Health, composed of competent men and women physicians, to examine the physical and moral condition of men and women who desire to enter into matrimony. thin he could tell whether he saw man him he could tell whether he saw man he did.

Q.—Well, I don't want you to give opinions.
There is a doubt in your mind whether he fired at the car or you? A.—In my opinion he fired at the car or you? A.—In my opinion he fired at the car [a.—Will you swear he fired at the car? A.—Yes, sir; he fired at the car [after hesitation].

Q.—I am astonished that a man of your intelligence, lady, should take so long. I don't say it of fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it fatter you, but I say you are one of the best it form marrying.

There should be a law probibiting men and women who are known to have committed criminal acts from marrying. There should be laws providing that the children of drunken and otherwise depraced in homes where what moral surroundings and placed in homes.

There should be a law probibiting men and women who are known to have committed criminal acts from marrying.

There should be laws providing that the children of drunken and otherwise depraced in homes.

veloped. These views were loudly applauded, and Dr. Keating went on to say that if women had the power to enact laws it would not be long before such laws were made.

WITHDRAWING GOLD.

A Newspaper's Explanation of the De-pleting of San Francisco Vaults. San Francisco, Feb. 12.—The Daily Report this evening says: "It is estimated that the

withdrawals of gold coin from the banks and the United States Sub-Treasury in this city within the last few days will reach fully \$2,000, and the amount is likely to be increased. One and the amount is likely to be increased. The reason for the unusually large offerings of exchange bills and withdrawals of gold is the negotiations in New York city for the placing of the new issue of United States bonds.

"The New York syndicate is not only planning to handle the new bonds, but is striving to handle the money market throughout the United States as well. The endeavor of the syndicate is to accumulate in New York as much gold as possible. The hanks of San Francisco are well prepared to supply such demand. The leading ones have in their vaults from one-third to one-half more coin than the law requires as a reserve, and they have deposited with their New York correspondents a very large sum." the United States Sub-Treasury in this city

THE DERS TRIAL POSTPONED. Illness of Juror Coe Causes as Adjourn-

ment to May. CHICAGO, Feb. 12.-The Debs jury was discharged this morning, and the case was set for a new trial on the first Monday in May. The physician attending James C. Coe, the juror

a new trial on the first Monday in May. The physician attending James C. Coe, the juror whose illness caused the hitch in the proceeding, this morning declared that the sick man would not be able to resume his duties as a juror for at least thirty days. Judge Grosscup then held a conference with the counsel of both sides, and it was agreed to leave the matter to the Court's discretion.

When court finally convened, at 11 o'clock, Attorney Gregory, for the defence, moved that the jury be discharged, but that the eleven men then in the bex be again empanelled and a twelfth juror secured. To this the tovernment objected and the motion was denied. Mr. Gregory then made a motion that the present trial continue, but that the aking of testimony be adjourned from that to time until Juror Coe was ready for duty. Meanwhile the Court was to dispass of the jury as he thought proper.

Judge Grosscup said that such a course would be impossible. To keep the eleven men in custody for thirty days, he said, would be an infliction of unnecessary punishment. On the other hand it would be decidedly indiscreet on his part to allow the men to mingle with the people for a month and then resums the hearing. He therefore denied the motion. The trial was set for May to suit the convenience of the court. The liebs halvas corpus proceedings will occupy the greater part of March, and during April Judge Grosscup will held court at Peoria.

A Jigger Attacked in Long Island City. For the first time since the strike on the Brooklyn City Flectric Railway an attempt was made vesterday to operate the branch of the road which extends from the electric terminus in Greensoint across the bridge at Newtown Creek and down Borden avenue to the Hunter's Point editance of the Thirty-fourth Street Ferry. A one-lurse ligger is run on this line. The trial trip was made shortly after moon, and the driver and car met with a warm reception on the Long Island City side of the bridge. As it left the bridge the car was greated with a facilitate of missiles, and every window was shattered. The trip was not repeated. Brooklyn City Electric Railway an attempt was

Binghamton Breclects Mayor Green, BINGHAMTON, Feb. 12.—In to-day's municipal election tieorge E. Green, Republican, received abecton treese s. Green, reprinted, received 3,500 votes; Bundy, Democrat, 1,045; Welsh, Independent, 2,040, making Green's plurality over Welsh 1,620; his majority 588. In 1803 Mayor Girsen received a plurality over Curran, the Democrate candidate, of 854. Welsh drew heavily from the Democratic party **COLGATE & CO.'S**

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STUDEBAKER BROS. 265 CANAL ST Husiness wagons for city or country. Farm wagons, all sizes. Buggies, road wagons, &c. Street sprinklers, street sprinklers.

THE INNESS SALE.

The 250 studies and paintings left by the late George Inness are now on sale at last, after a considerable exhibition before the public, and the first section of eighty pictures was knocked down last evening at Chickering Hall.

The spectators filled the lower floor of the house. Among them were many admirers of Inness, several picture collectors, artists, and a number of dealers.
Mr. George H. Story, a curator of the Metro

politan Museum of Art, was present, but evi-dently he preferred to wait for the more important pictures. Others present were Messrs, Carl H. De Sil

Others present were Messrs, Carl H. De Silver, Thomas B. Clarke, William T. Evana, George A. Hearn, C. C. Rauthrauff, Albert King, Frederick Cromwell, Robert C. Minor, J. Francis Murphy, L. P. Avery, Jr., C. Klackner, J. Scott Hartley, and George Inness.

The bidding started in briskly, and the interest in the bidding was maintained throughout. The prices, too, were high, considering the fact that the smaller and less interesting canvases were sold last night.

Only a few paintings were sold for more than three figures, and the total of the sale was \$35,756.

"Out of My Studio Door," J. D. Crimmins.
"In the Carkellia," Mrs. S. D. Warren.
Durham, Conn.," E. M. Colin
Edge of the Wood.
Pecuonic liver," Pompton; F. M. Shepherd.
Perugia, 'Italy; F. S. Fisher.
Pompton. Pompton"
Back of the Old Barn"
Leeds, New York, P. H. McMahon Leeds, New York, P. H. McMagon.
Nisgara, 'Henry Hess, Jr.
Albano, Italy,' H. J. Luce.
Artists' Brook, North Conway''.
Leeds, New York'
Summer Evening, Montelair'
Light House, Nantucket, A. H. Alker
Old Oaks,'' Lyndhurst, England, C. H. De Bil-

ver Hastings," New York, A. H. Alker, Early Morning, "Montelair, N. J. Lake Name," Italy; D. B. Samuels, The Brook The Hermit," Winter at Montclair" Pompton River," P. H. McMahon old Orchard" ooking Across the Hudson;" E. M. Colis. be Last Glow, Montelair, N. J." 'cod Interior," Eagleswood, N. J.; A. H.

"Wood Interior," Engleswood, N. J.; A. H. Acker
"The Pasture: "John Nothian
"The Pont at Sunset, "Milton; Henry Day
"Moonrise," T. J. Biggs
"Moonrise," T. J. Biggs
"Late Summer, Hastings
"Leeds, N. Y. "C. S. Schultz.
"In the Greenwood," S. E. Buchanan
"Homeless, "Thomas B. Clarke.
"Sunset, "Garret A. Hobart.
"Sunset, "Garret A. Hobart.
"The Old Oreanral, Milton," P. S. Flaher,
"After the Risin
"Fath Through the Pines
"Stavennest, "Edward Thaw
"Stavennest," Edward Thaw
"Firetail, Normandy," F. L. Leland.
"Firetail, Normandy," F. L. Leland.
"Un the Edge of the Wood, Mrs. 8, O. Warren,
"On the Edge of the Wood, Mrs. 8, O. Warren,
"Moonlight," On B. Waiers,
"Meonlight," Miltoneon Berluteon, "J. R. Waiers. "Mooning at,"
"Poud at Milton-on-the-Hudson," J. R. Waters,
"St. Andrew's, New Brusswick," D. B. Samuels,
"St. Andrew's, New Brusswick," D. B. Samuels,
"St. Kearney, D. B. Samuels, "E. M. Shepherd,
"Duylam, Coun,." F. M. Shepherd,
"Off Penzanee, Engiand," Frederick Bonner,
"The Old Apple True"

The Old Appie Tree"
Afterslow."
Tivoil, Italy." P. Mescalf.
Breaking Through the Clouds," C. S. Shultz.
North Conway." F. H. Scott.
North Conway." F. H. Scott.
Late September, Montelair, N. J.," Thomas
ii. Clarke
In the Oreolard. "Graham Lusk
Nantucket." A. H. Alker
Hastings, N. Y. John T. Barner
Etretal, Normandy
The Pasture, "Millon
Viaduct at Lariebn." G. E. Tewksbury
The Glowing Sun, 'W. N. Peak
Apple Blossoms, Springtime, Montelair, N. J.;"
Mrs. F. Ii. Rosworth
A. Gilmpas of the Lake; "D. B. Samuels, Mrs. F. H. Rosworth

A Gillupae of the Lake, "D. B. Samuels,
"The Pain to the River, Milton on the Hudson;"

The Pain to the River, Milton on the Hudson;"

"The Edge of the Meadow," Mrs. F. H. Bosworth,

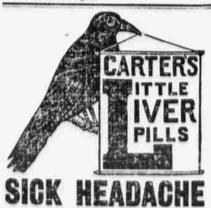
A View in Montelair, Century Club
"The Sun's Last Rollection"

In the Growing, "C. S. Houghton
"Harvest Mentelair, S. J., F. L. Leland
"Sunset at Erretat, Normandy,"
"Orange Hoad, Tarpon Springs, Florida," R. K.
Mygait
"Moonlight on Passanagueday,"
"Moonlight on Passanagueday,"
"Moonlight on Passanagueday,"

Mysait
Moonlight on Passamaquaddy Bay"
The Side of the Hill," F. 1. Halbott
Autumn Montelair, N. J.
Hosy Morning,
Florida," J. M. Martin
Sundown, C. E. Tewksbury.

Total..... More Money for Motorman Flegleman, THE SUN has received from "A Journalist" \$10, to be applied to the purchase of warm clothing for one of the Brooklyn motormen who was insufficiently clothed. As this man cannot be found, the mency has been added to the fund for Motorman Fiegleman. The Sun has also received \$1 for Fiesleman from "S."\$2 from "S. F.J."\$2 from "E. A." \$4 from "American," and \$5 from "I. H." The total received for Fiegleman is \$41. The Sun has forwarded the money to the Mayor of Syracuse, Fiegleman's home.

The Sun has received \$10 from "D. T." for Vito Palme, whose wife died last week, and who has not been abic to bury the body, which is now at the Morgue. clothing for one of the Brooklyn motormen who



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